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[a351]

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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, QUEEN'S ROAD
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, APRIL 22ND, 1911.

The annual report on a railway for which a sum of \$520,000 has to be provided out of the rates in the current year is necessarily a document of much interest to the taxpayers, and the long and lucid statement made in the Council by H.E. THE GOVERNOR on Thursday, and reported verbatim in our issue of yesterday, will doubtless have been read with much attention. We need not again discuss the question of the cost of the line, for on more than one occasion the Government, in answering criticisms on this point, has given very full explanations with the object of satisfying the taxpayers that value has been obtained for the money expended, and we do not see that anything more can usefully be said now on the subject. If the entire scheme had, in the first instance, been presented to the Colony in the same way that Sir Frederick Lugard, during his tenure of the Governorship, has annually given an account of the progress of the undertaking, it is probable that less would have been heard about the large excess over the preliminary estimate, because the community would not have been misled into thinking that they would obtain what they have now got for half the money. Provision had to be made, not for ordinary railway communication between two cities, but for the terminus of the grand trunk line from Hankow, and though it seems probable at the present time that this line will be under construction for a much longer period than appeared likely from this

four years ago, it would have been extremely short-sighted and consumable had the Government neglected to make provision in the plans for a terminal station affording the facilities which the traffic of a great trunk line of railway must necessarily require. Whether or not the Colony has received full value for the money it has expended is a question for the experts, and so we turn to the references made in His Excellency's statement regarding the prospects of the line. It is very satisfactory to learn that for the last three months of 1910, the actual receipts were more than double the amount of the estimate, and that for the present year the Chief Resident Engineer has had occasion to increase his estimate of the receipts from \$107,000 to \$176,000, notwithstanding that the line to Canton will not be opened for through traffic quite so early as had been anticipated. In 1912 Mr.

Lindsey counts on the earnings of the British section amounting to \$370,000, and the taxpayers will hope sincerely that this anticipation will be fulfilled, and even exceeded, for the larger the earnings the lighter becomes the burden on the rates. When we see the marvellous way in which railway traffic has developed in other parts of China, we feel that confidence is justified in the prediction of the experts that the earnings are likely to be larger than they had previously dared to anticipate. If the railway is fed at various stages of the line in the same way that it is proposed to feed it at Fanning, by the construction of a light railway from Shataukot, there seems good reason to believe that in a very few years the railway would have a local traffic which in itself would make the line remunerative. We trust that the negotiations which are now proceeding for a working agreement will result not only in the establishment of the most harmonious relations, but also in an arrangement for the running of the line in a way which will be at once efficient and economical. It would be absurd, and possibly lead to a good deal of friction, to have separate and distinct staffs for each section of a railway whose total length does not exceed 112 miles. The cost of working the railway, as H. E. THE GOVERNOR said, would be very largely reduced if the whole line were worked as one business concern under joint management, which was the original intention of the Colonial Government, and it will be obviously a matter for great regret on the Chinese side no less than on the British, if that intention is not fulfilled. Presumably this is one of the questions yet to be settled. There is but one other point in His Excellency's statement on the railway to which we need refer, and that concerns the reply made to the criticisms passed by the Hon. Mr. Kershaw in his capacity as Chairman of the Dock Co. and also in his capacity as Chairman of the Wharf and Godown Co. on Government competition with local enterprise. His Excellency while showing that some of the conclusions drawn were premature, justified the establishment of railway workshops on the ground that it was to the advantage of the taxpayer to have them, though we doubt if this view will be widely accepted until it is proved by actual experience, especially while any doubt remains as to whether each section of the line will be separately managed or the whole placed under a joint administration. No one, for a moment, could have supposed that the Government had come to a decision on such a question without some sort of evidence that it would be more economical for the railway to have workshops of its own than to be giving out all its repair work to local establishments. His Excellency certainly made out a good *prima facie* case for the workshops from the taxpayer's point of view, and it remains for those who dissent from the conclusions of the Government, and are qualified to express an opinion on the subject, to prove that the reasons on which the decision is based are fallacious. For the rest, we have only to note that the railway is now estimated to cost the Colony \$12,300,000, exclusive of the cost of the terminal station, but including over a lakh invested for renewals and repairs to the open line, and we have only to hope that the heavy annual charges which the Colony is now bearing in respect of the railway will be, in the words of H.E. THE GOVERNOR, "annually and rapidly decreased as the proceeds from the railway increase."

H.M.S. Minotaur has proceeded to Mira Bay.

The Edmund Opera Company gave a second performance of "The Arcadians" to a large audience last night.

H.M.S. Crescent left for Home yesterday morning with time-expired men from this station.

The Hongkong Volunteer Corps are holding a dinner to night at the headquarters.

The Hon. Mr. E. Osborne leaves for Home on Monday on six months' leave of absence, travelling via Siberia.

The rate of exchange went up to 1s. 10d. yesterday. The rise is presumably due to the warfare in Mexico.

The Hon. R. F. Thayer, Judge of the U. S. Court for China, and Mrs. Thayer, left Shanghai on Monday in the a.s. *Chiyo Maru* for home.

Dr. Oldham, the well-known preacher of the Methodist Episcopal Church, will preach in the Wesleyan Church, Wan Chai, on Sunday evening at 6 o'clock.

A Chinese boy who snatched a watch and chain and three medals from a Portuguese was yesterday sentenced to fourteen days' imprisonment.

From Mr. Mac. Cheong, the well-known photographer, we have received some excellent pictures of the landing of the American Admiral a few days ago to call upon H.E. the Governor.

A Chinese from Shantou presented a forged order to a fish guild in the city and obtained \$30. Inquiries led to his arrest at Chongming and it was found that he had a number of forged orders in his possession.

Considerable local interest is manifested in the three submarines which have arrived from Home, and the general desire to see them is not likely to be gratified. One was in view alongside the *Monmouth* on Thursday.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

F. A. Irving, Esq. ... \$5

A Friend. ... 5

H.E. the Governor, president of the Y.M.C.A., has signified his intention of being present at the Library concert on Wednesday next. Frau von Wiser, Dr. and Mrs. Schofield, Mrs. Barrington, Hon. Mr. H. E. Pollock, K.C., Mr. Pollock and Mr. Webb have promised to assist.

A British marine named John Ross appeared at the Magistracy yesterday charged with stealing a bottle of gin valued \$120 from a comrade's shop in Arsenal Street and also with assaulting the two folks in charge. The defendant was discharged on the first charge, but fined \$5 each on the two charges of assault.

Lady Lugard's weekly "At Home" yesterday was largely attended. The was served on the lawn and a large company afterwards adjourned to the ball-room to listen to Mr. Timmerscheidt's playing of the whole of the Cesar Frank Sonata on the violin, accompanied on the piano by Mr. Danneberg. It was a performance which deserved unstinted praise and was evidently greatly enjoyed.

The many friends of Dr. F. T. Keyt, assistant Health Officer of the Port, will regret to learn that he has just received telegraphic news of the sudden death of his wife in Jersey (Channel Islands), where she resided with her son. Mrs. Keyt had been lately in an unsatisfactory state of health, but the news of her death was totally unexpected and the deepest sympathy will be extended to Dr. Keyt in his bereavement.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

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INTERESTING TO STAMP COLLECTORS.

Li Sz, until recently trading as a dealer in old stamps and postcards under the name Fook Ley Hin, in Queen's Road Central, at the corner of Chiu Loong Street, was yesterday sentenced by Mr. E. R. Halifax to three months' imprisonment with hard labour for unlawful possession of adhesive stamps from which marks of cancellation had been unlawfully removed contrary to the Stamp Ordinance, 1901.

The "cleaned" stamps, which consisted principally of 50 cents and \$1 stamps used both for Revenue and Postal purposes, were forfeited to the Crown.

TELEGRAMS. TELEGRAMS.

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[REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS."] "DAILY PRESS" EXCLUSIVE SERVICE.

CHINESE OFFICIAL CHANGES.

CHURCH AND STATE IN PORTUGAL.

A SEPARATION LAW.

LONDON, April 21st.

A telegram from Lisbon states that a law for the separation of Church and State will be promulgated shortly. It suppresses Catholicism as a State religion and guarantees liberty of conscience.

It also orders the religious communities to devote a third of their income to charity, and establishes Government control of public worship.

THE OPIUM QUESTION.

THE POSITION OF THE NEGOTIATIONS.

LONDON, April 21st.

Reuter's Agency is informed that the negotiations at Peking between Sir John Jordan and the Waiwupu almost reached a deadlock a few weeks ago, but such progress has been made during the past fortnight that the prospects of a satisfactory solution of the question of the diminution of the import of Indian opium into China may be regarded as distinctly favourable.

It would, however, be premature to state that an agreement had been reached, as there are still two or three questions outstanding, including the manner whereby unpay (native) opium in China can be checked and how accumulated stocks may be disposed of.

CHAMPAGNE TRADE TROUBLES.

LONDON, April 21st.

The champagne country is temporarily quiet. As many as 150 persons have been arrested, including several leaders of the vine-dressers.

The authorities are sifting the causes of the origin of the outbreak.

FRANCE AND SPAIN.

LONDON, April 21st.

A message from Madrid states that a section of the Spanish Press, embracing prominent Liberal and Conservative organs, is conducting a vigorous campaign against the Franco-Spanish entente. They recommend a rapprochement, even an agreement, with Germany.

THE SITUATION IN MEXICO.

LONDON, April 21st.

A Washington telegram states that the Mexican reply to the American demand for restrictive measures on the frontier has been handed to President Taft.

According to the Mexican Ambassador the reply is friendly both in form and in substance.

[FROM THE "CABLENEWS-AMERICAN."] AMERICA AND ANNEXATION OF MEXICO.

Washington, April 17th.

A fight between the Mexican federales and insurgents at Agua Prieta was suspended yesterday afternoon at the instigation of Major-General William H. Carter, commander-in-chief of the American forces on the border. General Carter, acting upon instructions from Washington, warned the belligerents that, inasmuch as they were fighting near the American line, they would have to withdraw.

The Government is preparing to strengthen the corps already mobilized, and the Sixth Cavalry is now en route to Arizona.

The prevailing opinion in the United States is that intervention is imminent and that annexation of Mexico by the United States will follow of necessity.

There is great activity in the State and War departments, but the administration is preserving the silence it has maintained since the beginning of the Mexican trouble

[Protected by the Telegraph Message
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CHINESE OFFICIAL CHANGES.

PEKING, April 21st.

Chao Erh-feng, Amban of Tibet,

has been appointed Viceroy of Szechuan. Wang Jen-chen, Treasurer of Szechuan Province, has been appointed Frontier Minister for Yunnan and Szechuan. Chou Jui-chen has been appointed Treasurer of Szechuan Province, and Chang Chen-feng Provincial Judge of Hunan.

THE PLAGUE CONFERENCE.

PEKING, April 21st.

The Delegates attending the International Conference on Plague

were entertained at a banquet yesterday, H.E. the Viceroy being present.

THE JAPANESE HONOURS.

PEKING, April 21st.

Several honours in connection with the annexation of Korea are announced. Count Katsura has been made a Prince, Baron Komura has been created a Marquis, and General Terauchi has been raised to the rank of Count.

JAPANESE CABINET CRISIS.

TOKYO, April 21st.

The Cabinet is on the eve of a long-expected resignation.

HONGKONG PHILHARMONIC SOCIETY.

The Philharmonic Society's Concert in the City Hall on Friday next will open with an orchestral item, a Liebestraum by von Flon.

The next item will be a solo by Mrs. Schofield, who will sing Goring Thomas' "Le baiser," one of her lesser known but fluent compositions. Mr. Timmerscheidt will then play a violin solo, after which Dr. and Mrs. Schofield will sing a duet by Chamindra. The concluding item in Part I is a Presto and Allegro for piano and orchestra, in which Mr. Dennis Fuller will be the solo pianist.

Part II consists entirely of Barnett's "Ancient Mariner," for chorus, soloists, and orchestra.

This will be performed by a chorus and orchestra of 80 performers. We believe this work was

performed in Hongkong in 1888, but without any orchestral accompaniment. For this concert the work has been specially orchestrated by Mr.

Dennis Fuller. The soloists are Mrs. Steiner, Mrs. Goldsmith, Mr. S. Moore and Mr. Frank Austin.

The work is one of the greatest musical interest, and although written some years ago still holds a premier place in modern concert programmes, for hardly a year goes by but it

appears in the programme of several of the large Home societies.

His Lordship—Now you put that point to me. I am rather inclined to believe the defendant's story that he did not receive the goods in question.

Mr. Kong Sing—Then we can eliminate those goods.

His Lordship—granted a stay of execution and ordered the payment into Court of \$7

LOCAL SPORT.

LAWN TENNIS TOURNAMENT.

Appended are details of the annual tournament promoted by the H.K.C.C. now in progress.

CHAMPIONSHIP.

First round—H. Hancock, bye; R. Hancock beat E. R. Halifax 6-3, 6-1, 6-4; R. F. C. Hogland beat A. S. Fowler 6-1, 6-4, 6-1; R. J. Saunders beat R. Bavington 6-0, 6-1, 6-4; Captain Crawford beat H. F. C. Master 6-3, 7-5, 6-4; Captain Brierley beat M. R. Harris 6-4, 6-2, 11-9; Captain Addison beat A. Davy 6-1, 6-4, 6-0; C. H. Rose beat H. Eggers 6-4, 7-5; 6-0; C. T. Rose beat Dr. Aubrey 9-7, 2-6, 6-2, 6-4; Major Hunter beat L. le Breton 7-5, 6-3, 7-5; C. Wilson beat R. D. Stewart 4-6, 6-1, 3-6, 6-4; 6-1; Lieutenant Day beat A. R. Fisher 6-1, 6-4, 6-1; P. H. Klimanek beat S. S. Moore 2-6, 6-2, 6-1; Major Samborn beat A. H. Crook 8-6, 6-2, 6-0; F. Green and I. M. Palmer, bye.

Second round—H. Hancock beat H. Hancock 8-6, 6-3, 5-6, 6-1; Captain Brierley beat Captain Crawford 5-4, 6-4, 5-7, 5-7, 6-2; Captain Addison beat C. H. Rose 6-2, 6-2, 4-6, 6-4; C. T. Rose beat Major Hunter 6-3, 8-6, 3-6, 6-4; Lieutenant Day beat C. Wilson 6-3, 6-4, 6-4; P. H. Klimanek had a walk-over from Major Samborn Palmer.

"S" SINGLE HANDICAP, "A" CLASS.

The third round is now in progress. Those who have entered the fourth round are: A. C. E. Elbrough (overs 15), who beat Captain Crawford (overs 30); 6-0, 6-4, C. Wilson (overs 30), who beat S. E. Green (overs 30/4) 6-4, 6-2, R. J. Saunders (overs 30), who beat Captain Brierley (overs 30) 4-6, 6-2, 6-4; and H. Hancock (overs 30/4), who beat Dr. Koch (overs 3/6) 6-1, 3-6, 7-5.

"D" SINGLE HANDICAP, "B" CLASS.

The semi-final of this competition has been reached. Lieutenant Day (overs 30) beat A. O. Brown (overs 30) 7-5, G. A. Cooke (overs 15) beat C. B. Johnson (overs 15) 6-4, 6-4; Dr. J. Paris (overs 3/6) beat W. H. Viviers (overs 15/2) 6-0, 6-0. The other match has yet to be played between R. Sutherland and the winner of E. A. Williams and H. E. Hoffman.

G. A. Cooke and Lieutenant Day, who have however, played their match, and the former passed into the final. The score was 6-4, 6-4.

DOUBLES HANDICAP, "A" CLASS.

The third round is completed. The pairs who have qualified for the fourth round are: J. Hooper and P. R. Wolf (scr.), G. A. Hastings and Lieutenant Day (overs 30/4); A. N. Joseland and A. C. Shorey (overs 15/2); Dr. Aubrey and A. C. E. Elbrough (overs 15); R. and H. Hancock (overs 40); R. E. O. Bird and P. E. J. Wodehouse (scr.); R. F. C. Hogland and A. R. Sutherland (overs 30); and H. Humphreys and P. H. Klimanek.

DOUBLES HANDICAP, "B" CLASS.

The third round is completed. The couple who reach the fourth round are: A. P. H. Rouquette and G. A. Cooke (overs 15); Lieutenant Day and Lieutenant Thompson (overs 30); Lieutenant Attwood and Lieutenant Annenheim (overs 15); A. A. Claxton and Dr. Koch (overs 15).

PROFESSIONAL PAIRS.

Second Round—R. D. Stewart and F. Bavington (Merchants) beat C. B. Fairbank and I. M. Palmer (Navy) 6-1, 6-3; P. H. Holyoak and T. E. Pearce (Merchants) beat A. C. E. Elbrough and A. C. Leith (Banking) 7-5, 6-3; C. Wilson and B. Johnson (Law) beat E. P. Lang and W. E. L. Shenton (Law) 6-1, 6-3; E. J. Birbeck and A. H. Crook (Scholastic) beat J. R. Wood and E. R. Halifax (Civil Service) 6-2, 5-7, 7-5; R. J. Saunders and C. T. Rose (Telegraph) beat A. P. H. Rouquette and S. A. Cooke (Navy) 7-5, 6-3; Colonel Staepole and Captain Addison (Army) had a walk-over from Lieutenant Thorpe and Lieutenant Stavely (Army); Captain Brierley and Captain Crawford (Army) beat H. Eggers and W. A. Zedelius (Merchants) 6-2, 6-0; W. G. Worcester and H. Hancock (Brokers) beat Lieutenant Day and Captain (Army) 6-0, 11-9, 6-4; P. H. Klimanek and C. H. Rose (Merchants) had a walk-over from Captains Craig and Waring (Army); Hon. Dr. Atkinson and H. R. Phelps (Civil Service) beat R. E. O. Bird and A. O. Brown (Schoolastic) 6-1, 5-6, 6-1; Captains Garnett and Simson (Army) had a walk-over from R. F. C. Master and G. A. Hastings (Law); byes—Lieutenant Attwood and Lieutenant Annenheim (Navy); Dr. Koch and P. J. Wodehouse (Civil Service); L. C. Breton and C. C. Hickling (Merchants); C. E. H. Beavis and M. Headon Harris (Law); and Dr. Aubrey and Fisher (Medical).

Third Round—Lieutenant Attwood and Lieutenant Annenheim beat Dr. Koch and P. J. Wodehouse 6-1, 6-3; R. D. Stewart and F. Bavington beat E. P. Lang and T. E. Pearce 6-3, 2-6, 7-5; C. Wilson and B. Johnson beat R. J. Birbeck and A. C. Leith 6-2, 2-6, 6-4; R. J. Saunders and C. T. Rose beat Colonel Staepole and Captain Addison 6-2, 6-3; Captains Brierley and Crawford beat W. G. Worcester and H. Hancock 5-7, 6-4, 6-3; P. H. Klimanek and C. H. Rose beat Hon. Dr. Atkinson and H. R. Phelps 2-6, 6-2, 6-0; L. le Breton and C. C. Hickling had a walk-over from Captains Garnett and Simson; Drs. Aubrey and Fisher beat C. E. H. Beavis and M. Headon Harris 6-2, 6-3.

FOURTH ROUND—

Captains Brierley and Crawford beat P. H. Klimanek and C. H. Rose 6-4, 8-10, 6-0; Drs. Aubrey and Fisher beat L. le Breton and C. C. Hickling 6-3, 6-2.

LAWN BOWLS.

CIVIL SERVICE v. TAIKOO.

The bowling season opens with a friendly match to-day between Taikoo and Civil Service at Quarry Bay. The Taikoo team is:

D. McNeil, Smith, Dinnen and Hardwick (skip); Grinshaw, Hamilton, Terrie and Dickie (skip); Farrell, Anderson, Weir, and Wotherspoon (skip); Drummond, Murphy, Ferguson and Currie (skip).

HONGKONG CRICKET LEAGUE.

The R.E. and Departmental (Shield winners) in their match against the Best of League to be played to-day will be represented by: Lt. Col. Staepole, A.R.D.; Major Taylor, A.S.C.; Capt. Addison, R.E.; Lieut. Williams, A.S.C.; Rev. Foster Pegg; Corp. McGregor, R.E.; Corp. Taverner, R.E.; Corp. Campion, R.E.; Corp. Osman, A.O.D.; Pte. Crew, A.O.D.; Pte. Riley, R.A.M.C.

The following is the table-up-to-date:

Cub.	1st	2nd	3rd	4th	Total
R. E. & Dept.	16	12	2	2	75
Hongkong "A"	16	8	3	5	50
R. C. A. ...	13	6	6	1	46
Craigengower	16	7	5	4	40
Kowloon	15	6	5	4	35
Yatton	13	5	8	—	38
Civil Service	11	4	7	—	36
Remainants	14	5	6	3	55
H.K. Police	15	2	12	1	13

INTERPORT GOLF.

WIN FOR SHANGHAI.

The competition for the Shanghai-Challenge Cup was brought off on the Race Course on the 14th instant, says a Shanghai journal, when a team representing Shanghai and Hongkong met, the result being a good win for Shanghai. Shanghai will thus again hold the cup which was presented by the Golf Club last year, having scored two victories over Hongkong. So far Hongkong is the only port to have entered a team, and this year it has done so with a considerably amount of difficulty. Should this difficulty recur, which is quite probable in view of the interport experience of the last year or two, it will be a question as to whether the conditions will not have to be changed in some ways to make the competition more even. It is provided that each competing port can enter a team of five players, and the scores of the three best count. The difficulty Hongkong has experienced is shown by the fact that the team consisted of three only, it being impossible to make the other two. Hongkong's three contestants are A. W. Walkinshaw, J. Clarke, and John Johnston, while Shanghai was represented by J. B. Ferrier, A. T. White, T. F. Longmuir, A. R. W. Monzies, and H. R. Honeyman.

In the competition can scarcely be described as good except in one or two instances, and especially was it indifferent in the morning, when the first 18 out of the 36 holes were played. Ferrier was best with a 40, being closely followed by Honeyman with a 41, but at the other end were found Longmuir who achieved a 49, Clarke a 51, with the cessation of the day, a 53 for Walkinshaw. It is believed to be a fact that this is the first time the Shanghai ex-champions have ever scored such a tall figure on these links, and the chances are that it will be long before he repeats such a performance. To do this he must have had an off day, for though the conditions were by no means all that could be desired they would hardly account for that score. A mist overhung the course, rendering it rather difficult to judge approach, but the greens were responsible for more strokes than this, as they were tricky to a degree. In the afternoon the cards returned were better. White concluded with a 39 after taking 47 for the third round and Walkinshaw who had been reducing his score at each successive round, finished his day's play with 38—15 strokes better than his opening effort. Of all the players Ferrier was most steady, and with 40, 42, 40, and 20, he registered 164—the lowest aggregate. Clarke of Hongkong who was second in order aggregated 170, spoiling an otherwise excellent exhibition by a 51 at the first round. From the Shanghai five Longmuir (176) and Monzies (186) were dropped in counting the scores, and the three others totalled 515 between them, against 531 by Hongkong.

The following table gives the details of play:

SHANGHAI.	1st	2nd	3rd	4th	Total
J. B. Ferrier	40	42	40	164	
A. T. White	45	42	47	39	173
H. R. Honeyman	41	45	43	44	175
Aggregate...	510				
T. F. Longmuir	49	44	42	176	
A. R. W. Monzies	45	50	44	47	186
J. Clarke...	51	38	41	40	170
J. Walkinshaw	53	45	41	39	177
J. Johnston	44	46	47	47	184
Aggregate...	51				

HANKOW SPRING GYMKHANA.

If one took a trip among the clubs from the eastern ports of Asia to ports in the north of Japan or China he would, says the *Hankow Daily News* of April 13th, have difficulty in discovering a more cosmopolitan crowd than that assembled yesterday afternoon on the Race Ground at Hankow. The occasion was the much-delayed gymkhana. Side by side the upstart of the sporting combatants came from British, French, Russian, German, Swiss—and many others which we do not intentionally omit, but these long words fill up our hard-pressed columns too speedily. We were indeed a cosmopolitan company, each with his distinct racial trait, but yet happily knit in a common love of sport and sociality. In the gymkhana for the general use, there was no room for us; on the other hand, it would not be our port without it. Maintaining our sad notoriety for vagarious weather, it was found necessary to delay the gymkhana for many days owing to rain. The ground for some time past had been in a sodden condition, and had it transpired earlier, the result of the affair would have been that the community doctors would have been fitting about to attend to the sprained ankles of the flatfooters, and the veterinary surgeons would have waxed excitedly over the ruined feltworks of the many excellent animals providing so highly interesting a programme. When discussing the prospects of this popular sporting event a few days ago, it was decided to take Mr. Asquith's famous advice and "Wait and see" if the weather would change. We waited; the weather changed. And the happy result was that the climatic conditions yesterday suited the most unctuous mortal. Hankow turned out in straws and flannels at all times those who needed them—and the gentle remnant delighted the eyes of mankind with sumptuous and pretty bonnets and spring items of feminine impedimenta.

We have received from the Taikoo Dockyard and Engineering Company of Hongkong, Ltd., a copy of an illustrated booklet which gives some very excellent views of the Company's establishment at Quarry Bay.

FAN TAN AND OPIUM IN WAI.

BY BASIL CLARKE IN "THE DAILY MAIL."

I notice about the Chinese of Cardiff a greater cheeriness than was to be found among the Chinese of Liverpool—a kind of boyish mirthlessness of eye and bearing which was infinitely more likeable than the saturnine dourness of the Liverpool Chinese. This may be due in part to the more wholesome nature of their calling; for though Cardiff has always many Chinese, the great majority of them are sailors ashore for a period, long or short, as compared with Liverpool's really settled population of laundrymen and shopkeepers. It may be due also to the absence of apprehension which their more wholesome relations with the surrounding population earns for them. In fact, few English people come into touch with them. But road and "Tiger Bay" generally, the districts in which live all Cardiff's Chinese except fifty laundrymen scattered about the city and suburbs, is a home for sailors of all the world and England. All nations are there, Eastern and Western. The negroes have one quarter, the Arabs another, there is a German lodging-house here, a Russian or Scandinavian lodging-house there, and so on; and the Chinese, though in a majority, are but part of a large community, all of which is away from home. A band of unvaried tokeiros binds the many mixed units of Tiger Bay into one community—an almost happy band of harum-scarums who add a keen zest to life ashore by getting, as sailors will, into the maximum of mischief in a minimum of time.

THE CHINESE OF TIGER BAY.

The Chinese of Tiger Bay have so far set a

well of their own. I made other inquiries and could get no indication that there existed any of the cruelties against children which make the Chinese of Liverpool (and other English towns) so much to be feared. It seemed odd things should be so different here, but I was assured on every hand that they were so, and I was beginning to think it must be true when on the last day of my stay there came into the Cardiff courts a case with some of the well-known Liverpool factors. Scene, a laundry; accused, a Chinaman; prosecutor, a publican, on behalf of a young girl; charge, unnameable. Was this, then, the clever hood in Cardiff, too?

THE KOWLOON RAILWAY.

Mr. E. S. Lindsey, M.I.C.E., Chief Resident Engineer of the British Section of the Kowloon-Canton Railway, in his annual report for the year 1910 says:

Owing to the prospect of an early opening for through traffic to Canton and the conditions of the Working Agreement with the Chinese Section, an extra engine of the same type as the existing one has been ordered and eight more coaches. The financial transaction is explained in the notes of the estimate. The service of stock has made itself felt since opening for traffic. It is not possible at present to lay up other engines or coaches for an overwinter and consequently the stock must suffer. It is expected that an opening for through traffic to Canton will bring the mixed units of Tiger Bay into one community—an almost happy band of harum-scarums who add a keen zest to life ashore by getting, as sailors will, into the maximum of mischief in a minimum of time.

The Railway was opened for traffic on the 1st October. It would be out of place to give anything like a detailed report on a three-months' working, but it is interesting to note that after making allowances for the first rush of excursionists, the traffic settled down to a steady third-class traffic. A launch service was instituted to Sha Tau Cong, with very good results, and the passenger traffic is steadily increasing. And so far but little goods traffic has been offered, and indeed it could hardly have been expected. A Flag Station was opened at Tai Po Market on the beginning of November, and since then the addition of a siding for goods has been productive of good results. There is a steady passenger traffic to Loo-pu, and although the launch is still running but few passengers come down to Hongkong that way notwithstanding the difference in fares. Information supplied by the District Officer, Tai Po, goes to show that there is a steady going backwards and forwards between Sha Tau Kok and Sun Chai, and as this will materially increase the receipts on the Main Line, it is proposed to lay a two-foot gauge from Fan Ling to Sha Tau Kok, using material which is now available from construction and laying the rails on the new road. From about the fifth mile from Fan Ling towards Sha Tau Kok there is a good deal of heavy work to be done on the road and it will be some time before this small line can be carried out. There is no doubt it will prove successful and eventually be continued to Castro Peak.

THE NEW ERA IN OIL.

Truly the old landmarks in the world of petroleum have shifted. The far-seeing eye may observe signs of change in many quarters: the informed and calculating mind is needed to interpret these signs, to assess their real value, and to forecast in a measure what the ultimate result may be. Our role is that of world-wide character rather than of prophet; we will therefore venture to draw attention to some notable facts, allowing our readers, so far as they feel able or willing, to draw therefrom what conclusion may seem good to them. Surely it is not unworthy of note that the United States exports of petroleum have, as we point out in detail on another page, fallen again in 1910 after declining in 1909. True, a year ago the Government department which appeared at about this season marked a loss in monetary value only, the actual quantity exported in 1909 being greater than in 1908, and the price alone suffering a considerable drop. But for 1910 both value and volume have come down with a run; and what is of most noticeable significance for operators in the great American fields, the month of December, 1910, was the worst of the year, and proved that the decrease, so marked during the other eleven months had arrested itself but was accelerating. All this, in spite of the fact that the tonnage of nephritis, including benzine and gasoline, showed a better return than in the previous year, and that a slight improvement

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12. Telegraphic Address, "P. C. C. C. A. B. C. 6th Ed. Lieber's."

NEW ADVERTISEMENTS

TO LET.

No. 4, ORMSBY VILLAS, Kowloon. Apply to SPANISH DOMINICAN PROCURATION. Hongkong, 22nd April, 1911. [626]

FRIDAY,
APRIL 28TH,
9.15 P.M.

PHILHARMONIC CONCERT

BOOKING: [625]

LANE, CRAWFORD & CO.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR," Captain S. H. Bokken, will be despatched for the above Ports on TUE-DAY, the 25th, inst., at 4 P.M.

The Steamer has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.

For Freight or Passages, apply to DAVID SASSOON & CO., LTD., Agents. Hongkong, 22nd April, 1911. [622]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godowns Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & CO., LTD., Agents. Hongkong, 21st April, 1911. [618]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of the above Club will be held TO-DAY (SATURDAY), the 22nd April, 1911, at 12.30 P.M., at the Office of the Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 10th April, 1911. [593]

SOCIETE DES PULPES ET PAPERETERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a Second Call of Dollars Ten (\$10) HAIKHONG CURRENCY—Dollars Ten and Cents Ten (\$10.10) HONGKONG CURRENCY—per Share will be made on the Preferred Shares of the above Company on the 13th May, 1911.

Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, THE BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 13th, and SATURDAY, the 20th May, 1911.

The Provisional Certificate may be sent in to Messrs. LOWE, BINGHAM & MATTHEWS, St. George's Building, for endorsement after payment has been made on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 26th May, 1911.

For the Board of Directors, T. F. HOUGH, Chairman, Hongkong General Purposes Committee. Hongkong, 21st April, 1911. [624]

THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the NATIONAL BANK OF CHINA, LIMITED, will be held at St. George's Building, Chater Road, Victoria, Hongkong, on SATURDAY, the Twenty-fourth day of June, 1911, at 12.30 o'clock P.M., for the purpose of considering and, if thought fit, passing as Extraordinary Resolutions, the following Resolutions, that is to say:

(1) That the Company be wound-up voluntarily, and that AERTHUR RYLANDS LOWE, Chartered Accountant, of Thorner's Chambers, Fenchurch Street, London, E.C., and St. George's Building, Hongkong, be and he is hereby appointed Liquidator for the purpose of such winding-up.

(2) That the Liquidator be authorised to pay out the funds of the Company a sum not exceeding \$100,000 as compensation to members of the Company's staff.

Should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated Fifteenth day of March, 1911. By Order of the Board, J. SCOTT HARSTON, Chairman. [504]

PUBLIC COMPANIES

GEO. FENWICK & CO., LTD.

THE TWENTY-SECOND ORDINARY GENERAL MEETING of SHARE-HOLDERS will be held in the HONGKONG HOTEL, THIS DAY (SATURDAY), 22nd day of April, 1911, at NOON, for the purpose of receiving the Report of the Directors, and electing Director and Auditor.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.

Telegraphic Address, "P. C. C. C. A. B. C. 6th Ed. Lieber's."

INTERIMATION

CHINESE IMPERIAL RAILWAY.

CANTON-KOWLOON RAILWAY.

CHINESE SECTION.

NOTICE IS HEREBY GIVEN that the Portion of the Second Section of this Railway extending from SIEN TSUN to SHEK LUNG will be Opened to Traffic on the 24th instant.

DAILY PASSENGER TRAINS.

DOWN TRAINS. (CANTON TO SHEK LUNG)	No. 1.	No. 3.	No. 5.
CANTON (TAI SHA TOW) ... Departure	7.30 A.M.	11.00 A.M.	3.00 P.M.
SHEK LUNG ... Arrival	9.58 A.M.	1.28 P.M.	5.28 P.M.

UP TRAINS. (SHEK LUNG TO CANTON)	No. 2.	No. 4.	No. 6.
SHEK LUNG ... Departure	7.35 A.M.	11.05 A.M.	3.05 P.M.
CANTON (TAI SHA TOW) ... Arrival	10.03 A.M.	1.33 P.M.	5.33 P.M.

Further particulars will be given by the Traffic Manager on application.

By Order, THE ADMINISTRATION. Canton, 14th April, 1911. [607]

NOTICES OF FIRMS

NOTICE.

WE HAVE this Day authorized Mr. ARCHIBALD ORE LANG to Sign the name of our Firm by Procuration in Hongkong and China.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th April, 1911. [576]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-EIGHTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1910, and declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 16th April to the 26th April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary. Hongkong, 23rd March, 1911. [492]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with the Statement of Account to 31st December, 1910, and of declaring Dividends &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th April to the 26th April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary. Hongkong, 23rd March, 1911. [493]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godowns Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & CO., LTD., Agents. Hongkong, 21st April, 1911. [618]

HONGKONG JOCKEY CLUB.

FOR SALE OR TO LET.

"K ENLIS," 76A, PEAK, SEVEN ROOMS; Large Verandahs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes' walk from Tram, 7 minutes by Rickshaw. One of the best situations at the Peak. Cool in Summer, Warm in Winter.

By Order—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 2nd February, 1911. [270]

FOR SALE.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 2nd February, 1911. [270]

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 2nd February, 1911. [270]

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Rheumatism, Lumbago, Sciatica from Cold, Cold at the Chest, Neuralgia from Cold, is best treated by using ELLIMAN'S according to the information given in the Elliman R.H.P. booklet 96 pages, (illustrated) which is placed inside cartons with all bottles of Elliman's price 1/-, 2/- & 4/- The R.H.P. booklet contains other information of such practical value as to cause it to be in demand for First Aid and other purposes; also for its recent in respect of Sick Room requisites. Elliman's added to the truth is beneficial.

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Light, though very strong, one can get the fullest enjoyment riding a Hazlewood on the even human roads. This cycle is made with the best fittings, best quality tyres (made by the Dunlop Co.), has front and two brakes, Middlemore saddle, dust-proof and oil-proof hubs. Ask to see these celebrated cycles at all first-class stores and agencies.

AGENCIES. We should be pleased to grant representation rights to firms able to handle our goods in quantity. Applications to be addressed to our works. Orders to be placed through regular merchant houses.

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TO BE SURE—the Teeth are so important that it would be a pity to neglect them—especially when you can clean them so well and so easily with

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Your local dealer stocks and sells it.
Makers: F. C. Calvert & Co., Manchester, England.

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SCIENTIFIC MISCELLANY.

COLOURS OTHER CREATURES SEE.

It has been slowly brought to our understanding that the world is not the same to all creatures, and probably no experiments have tended more to make this clear than the recent ones by Prof. Karl Hitz, of Wuerzburg, on the colour-sense of chickens, pigeons, owls and kestrels. Men with hungry chickens and pigeons were first kept an hour in a bright room to become accustomed to the light. The floor was then spread with a smooth black cloth evenly covered with grains of wheat, a strong spectrum was thrown on it from the ceiling, and the hungry animals were turned loose. They picked the wheat first from the bright red, then the ultramarine, next the yellow, and finally the green. They touched nothing in the blue and violet because they saw nothing, but, on the other hand, they saw the grains in the ultra-red that were invisible to the men. This proved that for chickens and pigeons the spectrum is shortened at the violet end of short wave-length and extended at the red end of long wave-length. This is the effect one might expect from wearing orange-coloured glasses, and Hitz demonstrated that fowls see through such spectacles in the form of yellow and orange oil-globules imbedded in the light-sensitive iris. To kestrels and buzzards the brightest zone was the green instead of red, the blue being visible. To owls the colours were as men see them.

ELECTRIC SPARK DISINFECTION.

The telephone disinfecter of B. F. Gardner of Chicago is an arrangement for producing electric sparks in the mouthpiece. Wires projecting through the walls of the mouthpiece are connected with a secondary coil wound on the ring frame, and this causes sparks when the alternating ringing current is sent out on the line to ring the bell.

SHIP-STEADYING TANKS.

1. The "rolling tanks" of Fehm, the Hamburg engineer, have reduced the roll of vessels from 11 degrees on each beam to two degrees. U-shaped tanks extend from port to starboard through the hold, and the rise and fall of the water in them neutralizes rhythmical movement as the ship rolls.

ANOTHER GUESS AT MARS.

In a novel theory of Mars, Prof. Svante Arrhenius rejects Prof. Lowell's view that the changing dark spots and bands are due to vegetation, and accepts the old suggestion that the so-called canals are long, deep fissures. Similar formations exist on the earth, one extending a distance of 2,200 miles along the coasts of Peru and Chile. Water is supposed to collect in the fissures or canals, and to accumulate especially at the points where several meet, these "lakes" of Schiaparelli or "canals" of Lowell being explained as places where the planet's crust has sunk. Though very salt, the water is frozen by the intense cold. The ice evaporates in the dry air, the vapour collects as snow at the winter pole, and the canals become beds of dry salts, until, with the melting of the snow in spring and summer, the air ceases to be dry, and the salts again attract moisture, turning to a darker hue. Among objections offered to the new theory is that it does not satisfactorily account for the complete winter disappearance of the canals, which, if really fissures, should remain visible throughout the year.

AN IRRIGATION TREE.

Plantations of the main tree of Peru, the tamarind, are claimed to offer great possibilities as irrigation works. The tree grows readily in any soil, reaching large size, and has a luxuriant foliage, with a remarkable power of collecting and condensing atmospheric moisture. Its capacity, moreover, is increased by the usual heat of a drouth. The water falls from the leaves and cozes from the trunk, and forms veritable rivers, which can be led as irrigating canals to any point desired. A single tree is estimated to average 9 gallons of rain a day. Making liberal allowance for evaporation and infiltration, a square mile grove of the trees would supply for distribution about 10,000 gallons of water daily.

STAR MEASUREMENT.

Up to the present time somewhat successful attempts have been made to measure the distances of about 360 fixed stars, but many of the determinations are of doubtful accuracy. No nearer star has been found than Alpha Centauri of the southern hemisphere, the third brightest star in the heavens, with a parallax of three-quarters of a second of arc. Its distance is about 26 millions of millions of miles, and light from it takes 4½ years to reach us.

BUILDING-STONE DISEASE.

The crumbling of building stones is another form of decay that we are to attribute to the action of microscopic organisms. At a recent Museum Conference at York, England, Dr. T. Anderson showed that stone-decay is not due to wind action, and expressed the belief that it is not surface action at all, but a kind of rot produced by some low form of life like the moulds and fungi that rot wood, canvas and other vegetable materials. Treatment based on abrasion or chemical theories having failed, he sought a cure of the stones by the use of various germicides. The result has been as anticipated, and in the two years since the experiments began, the stones that have best resisted decay have been those that have been treated with sulphate of copper, dichloride of mercury and creosote. For a test of this kind, however, the time is too short to justify any definite conclusion.

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TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

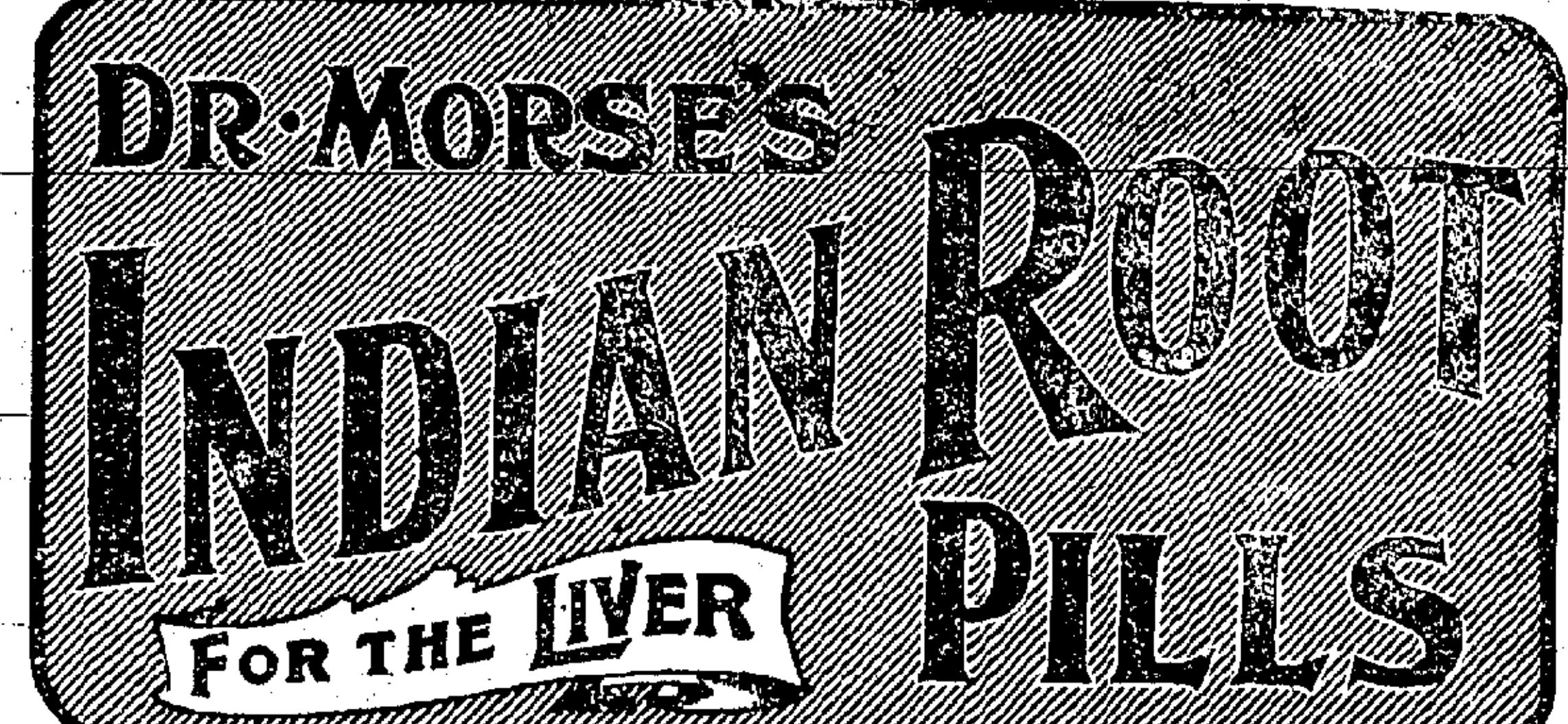
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

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[72-4]

BAD LIVERS.

Not only is the Liver the largest but one of the most important organs in the human body, and when deranged it becomes the source of endless suffering. When the Liver is clogged by the inactivity of the kidneys and bowels, it becomes torpid, and fails to filter the bile from the blood, thus producing biliousness and a general impairment of the digestive system. The tongue is coated, the head aches, digestion is imperfect; there is aching of the limbs and back, feelings of fulness, weight and soreness over the stomach and liver; the eye becomes yellow and jaundiced and the complexion muddy, the urine is scanty and highly coloured, and the bowels irregular, constipation and looseness alternating. There is little use treating the liver separately, as it can never be set right until the kidneys and bowels are made active in removing the waste from the body. It is for this very reason that Dr. Morse's Indian Root Pills have always proved so wonderfully successful in curing the most chronic Liver complaint, biliousness and complicated ailments of the kidneys, liver, and bowels. They reach the liver as no other remedy does.



FOR SALE BY WHOLESALE, AND RETAIL AGENTS, AND CHEMISTS AND STORES GENERALLY, AT 60 GUINEAS PER BOTTLE, OR WILL BE FORWARDED ON RECEIPT OF PRICE BY THE W. H. COMSTOCK CO., LTD., SOLE PROPRIETORS, 21 FARRINGDON AVENUE, LONDON, ENGLAND.

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.

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PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

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The effect of this Standard Phosphate Remedy in Nervous Debility and its kindred Evil is immediate and permanent, all the Miserable Feelings and Distressing Symptoms disappearing with a rapidity that is really marvelous.

Directions for Self-Treatment of the above, with each Bottle.

HEALTH, STRENGTH & ENERGY.

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UENA, THE GEISHA QUEEN,
OR
THE PLAY-GROUND OF PASSION.BY CHARLES J. H. HALCOMBE,
(Author of "The Mystic Flower Land,"
"Children of Far Cathay," etc.)

CHAPTER XVI.

BACK TO THE WORLD.

Next morning Merton was awakened at an early hour by Kaisha, who brought a message from Uena to the effect that she was going to pay her last visit to the Terrace of the Sun and would be glad if he would go with her and join in the solemn ceremony.

He readily consented and at once dressed himself. A lamp was burning dimly in the room, but on looking out of the window he saw that the moon was still shining.

Having completed his toilet, he donned the white robe which had been given him and at once accompanied Kaisha to an adjacent building where he found Uena awaiting him.

On seeing him, her face lighted with gladness and she came forward, and placing her hands confidingly in his, lifted her lips to be kissed.

"It is your custom, dear," she whispered with a blush as he embraced her, "so it is mine. How good of you to come with me!"

"Ah, Uena, my love," she exclaimed with earnest devotion, "you are indeed beautiful—as pure and as beautiful as the very stars which are shining above us! It is a pleasure to be near you, and I wish no greater happiness than to pass the remainder of my life in your company and under the shadow of your love."

If hypothetical, there was no idle flattery in his words, and he meant what he said. She really was exceedingly beautiful, and on this particular occasion her personal charms were enhanced by the pale splendour of a waning moon which showed to advantage her delicate complexion, her dark flower-decked hair and her slim white-robed figure.

They now proceeded towards a large temple-like structure where they found the priests assembled in readiness to start for the Terrace of the Sun. The High Priest came forward and acknowledging their salutations took his place on the other side of Uena. The musicians now formed in front of them and the rest of the company behind; and, as a solemn chant broke upon the still air the procession moved forward through the broad avenue which led past the ruined temple in which Merton had so lately been imprisoned.

The dark trees, the white forms and the solemn music and singing combined to make a weird spectacle which greatly impressed him; and as his eyes furtively glanced at the fair young girl whose head rested in his with childlike simplicity, his mind became flushed with rapture and exaltation.

It seemed to him almost like a dream which would vanish with the coming of the day, yet his thoughts were tinged with the joy and triumph of conquest. He had honourably won, and, after many doubts and tribulations, had at length won his heart's desire; and before another sun had set he would be bearing his cherished prize away over the waters—away from these paths of mystery to a world of happiness.

The procession passed round to the western base of the great terrace and turning to the east, slowly and in silence ascended the lofty flight of marble steps, now and again pausing at a sign from the High Priest to rest and repeat a prayer. On reaching the top, the priest knelt in a long row with their faces turned towards the rising sun, which was just keeping above the clearly-defined rim of the horizon; while all around them stretched the shadowy waters, and at their feet a grey mist hovered above the tree-tops, completely obscuring the land and isolating the terrace in a cloud.

Uena and Merton knelt side-by-side on the extreme left of the line of priests, and their venerable chief took a place in the middle of the terrace and a little in advance of the others. Every head was bowed; and, as Merton saw the great orb slowly rising over the Eastern hemisphere and flooding the sea with its glorious light, his thoughts shaped themselves into a devout prayer.

The radiance spread seawards; and, as the first ruddy glow fell upon the summit of that mighty monument, those who knelt there raised their heads and extended their arms in silent supplication, remaining in this posture until day had fully dawned and the last shadows of night had faded from the western sky. Then with a loud jubilant cry, they rose with one accord and to the sound of solemn music formed into fours and descended the eastern staircase.

The procession returned through the avenue and at length stopped and dispersed in front of a long building which proved to be the banqueting hall of the monastery.

The High Priest invited Merton to behold of himself and the rest of the brethren to enter and partake of the first meal with them. He readily accepted the invitation and accompanied Uena to a place on the left hand side of the old man, who squatted like the rest of the priests in a small tub or *tsu* about six inches high. He was as plain but wholesome, consisting of fine white rice, sun-dried fish, millet and *tsu* *tsu* cakes and light amber-coloured tea.

Hardly a word was spoken during the meal, though now and again the elders conversed in an undertone with their guest. Presently the great bell began tolling, and a young man came and informed the High Priest that his vessel was in readiness to start with the morning breeze.

"Then, my children," he said, turning to the happy couple, "we will now accompany you down to the wharf and watch your departure."

Kaisha rushed off and soon returned bearing three large valises which he and another man carried down to the vessel. The priests now gathered around Uena, and as they proceeded towards the lagoon there was a general interchange of friendly wishes and compliments. Then the High Priest drew her aside and for a time spoke to her in solemn earnest tones which seemed to affect her deeply; and after that he went up to Merton and gently led him away from the rest of the company.

"My son," he said, and his voice trembled with emotion, "I am now rendering up to you and to your safe keeping the pride and joy of an old man's heart. For Uena has been as a daughter to me and I as a father to her. In bidding you farewell, I would entreat you not to attach any especial importance, except in a worldly sense, to the form of marriage which is contemplated by you and which is essential to a legal and earthly contract, but, on the other hand, to regard your spiritual union, which was commemorated here as the abiding and re-embodiment of attachment. For the woman you wed is as a bone which has grown in your body, and the light of her life will shine as a part of your light through all the successive stages of your being."

"Should Uena be taken from you, let the remembrance of this spiritual alliance, or mystical union of hearts, deter you from entering into any further contract of marriage, for those who love and pass onward guard the kindred soul on earth with a shield of protecting light."

"When the world becomes wiser and learns to read the signs aright, the union of spirits will hold the fest of God's peoples in the divine path which He has prepared for them. In your sacred book the Bible—a translation of which is in this monastery—you will see in the great and beautiful parable at the beginning that the earthly union is inevitable though only temporary, but that the spiritual union is absolutely necessary and is blessed with eternal life and consequences. For it teaches that the first woman whom a man truly loves, and who loves him in return, is really a fundamental part of his constitution or his spiritual being—a part of his own destiny and he of hers—and whatsoever happens, whether they marry or not, their union has been solemnized in heaven and they are no longer free to love or wed another."

"I can only add, in conclusion," he said with gentle solicitude, "that you carry with you old man's benediction, and that day by day through the rest of my life I shall pray for you both and look for good tidings of you."

In a few earnest words Merton thanked him for his kindness and good counsel, and soon afterwards they came in sight of the stone wharf alongside of which a strongly built junk was moored. She had a high stem and two masts, but the latter had been unshipped in order to enable the vessel to pass out through the gateway of the reef. A number of men in blue and green clothes were visible on her decks, some batteening down hatches and others attending to the running gear or otherwise preparing for sea.

The time had come to say good-bye, so the priests gathered around the two young people and commenced bobbing their heads and shaking hands with Merton.

"*O medito gozainas! O medito gozainas!*" they murmured, and each of them presented Uena with some simple keepsake which she received with tears and smiles of gratification.

"And now, my children," said the kindly old chief, laying his hands upon their shoulders, "I give you my blessing once more, and may the grace of God and the sunshine of peace and contentment enter into your hearts and lives and remain with you always. Farewell!"

Merton and Kaisha now assisted Uena to cross a gangway which bridged the space between the vessel and the wharf. On arriving on board they were met by the skipper, an elderly priest, who informed them that the junk was fair and that the weather promised to be favourable.

He then showed them to their berths, which were situated under the deck of the lofty poop and on either side of a small cabin. Though comfortably furnished and scrupulously clean, they were little better than boxes and were only meant for sleeping purposes; but Merton felt thankful to be where he was and to have Uena with him.

Having inspected their berths, they returned on deck and the mooring lines were cast off and the junk slowly moved out into the lagoon. And as she proceeded on her way, those on shore waved a last adieu and stood watching the vessel until she had passed beyond the horizon and had gained the open sea.

"This means war!" murmured Uena with blanched face, nervously slipping her hand into Merton's.

"Never mind, dear," he whispered, pressing her hand reassuringly. "We will not look in the gloomy side of things, and even if war comes, it will not separate you and me."

Merton was pleased to find that the boat which had brought him to the *tsu* was still awaiting him outside; and the old man and his boy seemed delighted at seeing him again. So after reuniting his European clothes and other luggage, he further rewarded them for their honesty and sent them on their way rejoicing.

The masts of the junk were now raised and stayed and the sails hoisted to a gentle northerly breeze which rapidly bore them away towards the southern shores of the Inland Sea. Then Merton went to his berth, and, unpacking his baggage, divested himself of his Japanese dress and priestly robe and donned his own clothes; and, when he had done so, he felt more like himself and more like a true Englishman.

He potted about for some time making the berth more comfortable, and Kaisha brought him some warm bedding for his task. Then, having the amount of a *tsu* he prepared, on deck and found that Uena had discarded her white vestments for a blue *kimono* and crimson sash.

She came forward to meet him, making a graceful bow.

"My lord, I greet you," she said with a demure smile, "and I rejoice to see you as you are, for your own brave dress becomes you well."

"It does indeed, dear!" she added with sweet seriousness, linking her arm into his and with a smile.

"His coming was unexpected on the yacht, and no one awaited him at the gangway; but, directly he stopped on board, Mr. McLeod's

blush of pride leading him forward to show him round the ship.

This romantic roving was altogether delectable to his adventurous spirit, and he felt himself quite an unbroken Ulysses, on his way home from Troy, aboard this mediaeval-looking craft and with so fair a Calypso as his companion.

It would not interest the reader were I to give a detailed account of the passage, so let it be sufficient for me to say that it was the happiest time Merton had ever spent in his life, and it gave him an opportunity of studying Uena's character more thoroughly.

For, after leaving the island, all her old records and relics were laid aside and her frank and affectionate nature was manifested in a variety of ways which charmed him and more closely cemented their attachment. But on nearing land there was one thing which appeared to cast a gloom over her and that was the frequent passing of junks and steamers filled with troops.

They sailed one of these transports and learned that Japan was mobilising her armist.

The political horizon had evidently darkened within the last week or two and war with Russia seemed imminent.

"Do you really think there will be war?"

Uena asked Merton.

"I fear there will, dear, unless Russia climbs down pretty considerably," he answered, shaking his head. "It is a bad business from beginning to end and Japan will have to face a powerful and unscrupulous foe. But I feel confident that our plucky little countrymen will render a good account of themselves."

"They may be little, dear," she said, the pride of Japan suffusing her cheeks with a deep colour, "but their hearts are large and brave."

For the chivalrous spirit of the *tsu* is a living quickening force within them and they will never survive defeat or dishonour. Japan will go fighting for her life and freedom, but even if she is victorious, it will be very terrible and the consequences will be far-reaching.

"We shall sail to-morrow night for Shanghai," responded Merton; "and I want the steward to make a spread in the saloon, as I shall land them the tide-dead and a little nest-egg in the shape of a small annuity."

"That is very good of them," said Merton with a smile of gratification. "You will be pleased to hear that I have made arrangements for the purchase of their house; and after the ceremony to-morrow I shall hand them the title-deeds and a little nest-egg in the shape of a small annuity."

"That's what I call handsome!" exclaimed the skipper with hearty approval; "and it shows the heart of a gentleman and a Christian. And where are you going to spend the honey-moon?"

"We shall sail to-morrow night for Shanghai," responded Merton; "and I want the steward to make a spread in the saloon, as I shall land them the tide-dead and a little nest-egg in the shape of a small annuity."

"I'm with you, Mr. Merton," was the chirpy response, "and I'll tell Mr. McLeod to have everything ship-shape and 'Bristol' fashion. That reminds me, I must brush my tail hat and swallow-tailed coat and dust my monocle."

"Don't bring the monocle to church with you," laughed Merton, as they entered the saloon where dinner was awaiting them.

"This is the first square meal I have tasted since leaving you," he observed, gravely surveying the table and settling down in good earnest to appear a long-suffering appetite.

After dessert they went on deck to finish their cigars, and Merton began to relate his recent experiences which proved so absorbingly interesting to the skipper that instead of smoking he allowed his cigar to burn out and went on chowing the charred stump; and now and again he would pause and with an ejaculation of surprise ask if so and so was really true.

The story was a long one, and the hours slipped by with maledit tread. The voices in the *tsu* gradually died away to a sleepy drowsy, and the glimmer of its lights and those on shore vanished one by one, until silence and darkness prevailed on all sides. Yet the two men unceasingly waited for the first light of dawn to break the gloom.

"This is the *tsu*," he exclaimed in a hoarse-voiced voice. "She is shuddering away to sea; and she has no lights showing."

"Let her sink," said the skipper.

"They know there's going to be reactions, so they're going to show the Jap a clean pair of heels."

A great cloud of smoke, now and again illuminated by a fiery glow, streamed out of the *tsu*'s funnel as she stealthily glided seaward like some dread phantom of the night.

"That's strange!" ejaculated Merton, speaking half to himself as he watched the gunboat disappear into the darkness.

"Not at all strange," said the skipper.

"The bear is making for his lair."

"Man alive," he bawled, "do you know what time it is?"

"About ten, I suppose."

"Half-past twelve! Come, we had better turn in."

"You want rest and you deserve it," he said as they left the deck together, "for I guess you've had some of the most extraordinary experiences I've ever heard of, even in fairy tales. You'll have something to do to write it all down in your diary."

(Continued on page 8.)

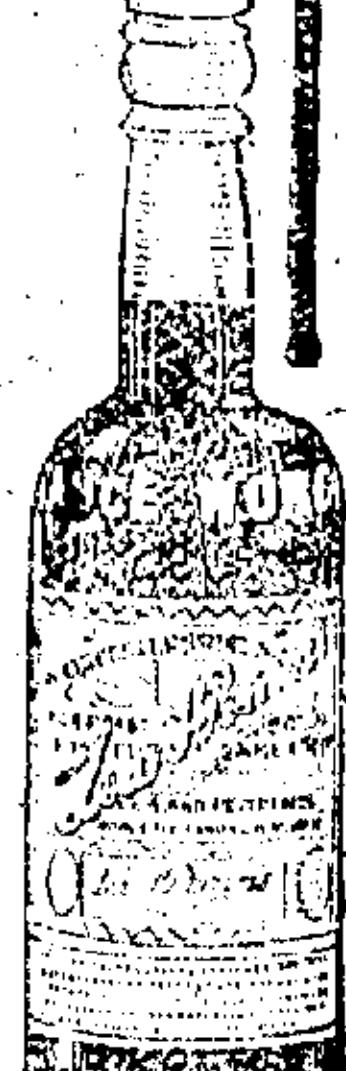
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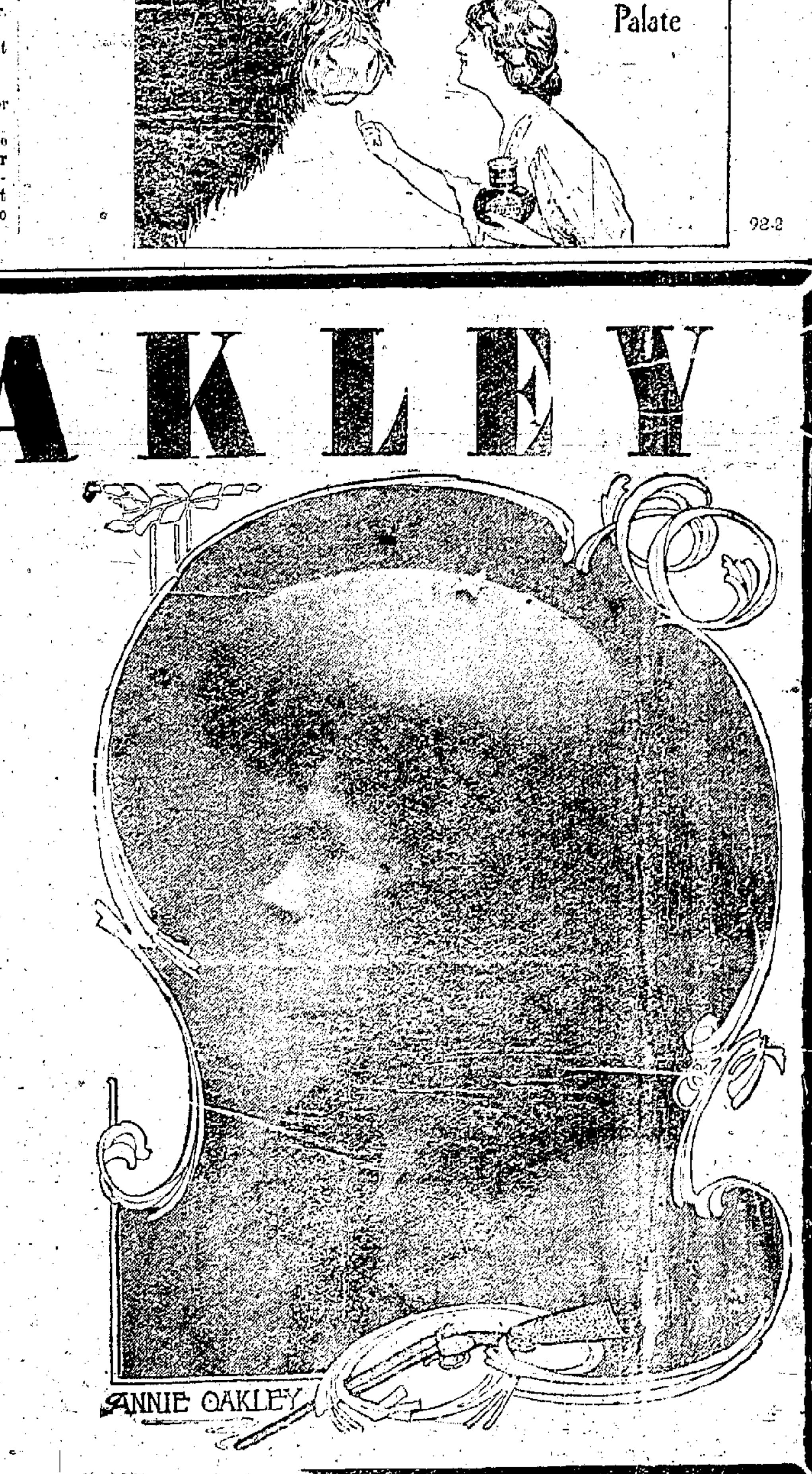
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UENA, THE GEISHA QUEEN,
OR
THE PLAY-GROUND OF PASSION.

(Continued from page 7.)

"I wonder," said Merton, "whether that incarnate hell Mongolian Davelle is aboard the *Viaha*?"

"Likely enough he is," responded the skipper. "I expect he's got his pockets full of plans and his head full of devilry; and with such valuable assets as those he's sure of a warm welcome from his Moscow brethren."

"I dare say you are right," smiled Merton; "for Uena says *like attracts like*. As an old master at Harrow used to say, *Gratia cuncta ex ea formata formata*. Anyhow I hope we have seen the last of him."

"Amen to that," concluded the skipper. They now entered the saloon and after partaking of their accustomed "night-cap" retired to their respective berths. Merton was very fatigued, yet for some time he lay awake smoking a cigarette and revelling in the comfort of his bunk; for of late he had not known the luxury of a mattress, having slept on thin mats spread upon bare boards. At length, however, he fell into a deep refreshing sleep which was not disturbed by any troubous dreams since his mind was now at rest.

He awoke shortly after seven o'clock in the morning. The sun had not yet risen and all was quiet aboard the yacht; so he stretched his limbs and with an expansive yawn of contentment relaxed into a dreamy reverie, his thoughts rambling among pleasant paths and his faculties drifting from one fair scene to another. Presently he heard a beat come alongside and someone quickly ascended the gangway ladder.

"One of the men been ashore on leave," he vaguely thought, and was turning to indulge in another *reverie* when someone entered the saloon and coming to the door of his berth knocked loudly.

"Hello, who's there?"

"It's me, sir," was the reply, and Kaishi opened the door and came in. He seemed breathless and his face was full of terror.

"Have you seen missie?" he gasped in an agony of suspense. "She have—No—can find—

"Great heavens!" cried Merton, springing from his bunk and throwing on his clothes, a horrible suspicion flitting upon him.

"What time did she go?" he asked in Japanese.

"I don't know, sir," replied Kaishi, who seemed beside himself with grief. Then he told Merton that at half-past six O-San-san had gone up to Uena's room with a cup of tea, as they were early risers, and had found everything in a state of confusion and Uena nowhere to be found. They had searched the garden for her, though without result, so he had hastened off to the yacht.

"She has been kidnapped," ejaculated Merton, rushing over to the skipper's cabin and hammering upon the door.

"For heaven's sake put your clothes on, Soltice!" he cried. "Uea has gone—he has been kidnapped!"

"Don't say that; don't say that!" responded the skipper, who could be heard scrabbling on his bunk. "I'll be with you in a moment. Call the mate."

Merton roused the mate and then hurried forward and called the crew of his *yacht*. The men soon came tumbling aft, rubbing the sleep from their eyes and looking bewildered. In a couple of minutes the skipper emerged from the saloon and the boat was at once manned. Merton briefly explained matters to him."That Davelle has taken her!" he concluded with fierce conviction. "She has been taken away in the *Viaha*!"

Without replying, the skipper turned to the mate, who came hurrying out of the saloon.

"Leave short, Mr. McLoire, and see that steamer is up by the time we return. We shall not be gone long."

With a solemnly "Aye, aye, sir," the mate went forward to execute the orders, and the three men descended into the grip, which at once shot off and pulled shoreward.

On landing opposite the geishas' house they were met by the girls, who were all in a high state of excitement. Hardly waiting to exchange greetings with one another, they passed into the house and went straight to Uena's room, in which there lingered a sweet musky perfume of *jas*.

Her sleeping-mat and porcelain pillow were disarranged, like the bedding, and a padded quilt had been drawn across the room and left near the door. Her travelling valise was open and some of the contents appeared to have been snatched out, as four clean silk handkerchiefs were lying near it upon the floor. Everything indicated that a struggle had taken place, yet no one seemed to have heard any noise during the night. But, as is the custom in Japan, the doors had always been left open or unfastened, so it was easy for anyone to enter the house during the night.

They were standing together surveying the disordered room with mute dismay, when they heard Kaishi's voice calling to them from the beach.

Merton and the skipper sprang downstairs and hurriedly across the garden saw him standing at the edge of the shore some fifty yards to the sight of the house.

"Look, my master!" he cried, pointing down to the sand at his feet.

On gaining the spot where he stood, they saw a bow-shaped tortoise-shell comb for the hair, some heavy footprints made by European boots and the mark of a boat's hull.

"These speak for themselves," said the skipper, stooping down and picking up the comb.

"I guess you were right, Mr. Merton—that Merton Davelle has done it, and Uena-san is aboard the *Viaha*."

"And we must follow!" exclaimed Merton in a hoarse resolute voice, his features being almost distorted with the agony of his mind.

"Would to heaven we had known this last night!" he added passionately. "We had better go to the Shipping Office and find out about the *Viaha*."

"Only less time that way," said the skipper.

"We had better pull up at the Custom House."

They at once acted upon this advice and were soon alongside the Customs *hakoba*, where they were met by a Japanese officer.

"Good morning, gentlemen," he said, making an elaborate salute. "Can I assist you?"

"Yes, sir," responded Merton. "Can you tell me where the Russian gunboat *Viaha* is bound to?"

"With pleasure, sir," replied the urbane official, "she starts for Port Arthur some time to-morrow."

"She has sailed already!" exclaimed Merton.

"The little man," replied incredulously.

"I do not think so, sir."

"She has, though!" cried the skipper, as the gig pushed off and pulled back towards the Far Cathay.

On reaching the yacht they found that everything had been prepared for an immediate start. But the engineer informed them that there was not sufficient coal in the bunkers to carry the vessel to Port Arthur.

"Never mind," said Merton with grim determination, though his heart felt ready to break. "We must burn the spare spars, and when they are consumed, depend upon our sails."

"Captain," he added, "get the vessel under way!"

The crew now manned the windlass, and directly the anchor was cast, the vessel proceeded down the harbour with a southerly breeze and swept seaward under full steam and a cloud of canvas.

(To be Continued.)

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So many people in the Far East are acquainted from unhappy personal experience with Dysentery and the folly resulting therefrom that what Mr. S. W. Perera says upon the subject should be of almost universal interest, showing, as it does, where cure is to be found.

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"For a long time," he continued, "I felt debilitated and ill. Previous to the attack of Dysentery I had been a very stout man, but after that I fell away rapidly until I became almost a skeleton. I had an absolute distaste for food.

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SHIPPING IN PORT

AMIGO, German str., 822, W. Langshwager,
17th April—Haiphong 11th April, General—
Jebens & Co.ANGHIN, German str., 1,001, Hinkwitz, 12th
April—Bangkok and Swatow 11th April,
Rice—Butterfield & Swire.ASAMA MARU, Japanese str., 1,749, Nakano,
11th April—Möji 5th April, Coal—Mitsui
Bussan Kaisha.BANRI MARU, Japanese str., 2,569, Y. Mae,
8th April—Karatsu 2nd April, Coal—
Mitsui Bussan Kaisha.BUNDI MARU, Japanese str., 2,000, T. Miyaki,
6th April—Möji 1st April, Coal—
Mitsui Bussan Kaisha.CHINHUA, British str., 1,349, Benson, 19th
April—Shanghai 16th April, General—
Butterfield & Swire.CHIPPING, British str., 1,190, F. Mooney,
17th April—Tientsin 9th April, General—
Chinese.CHIYUEN, Chinese str., 1,177, W. Jamieson,
18th April—Shanghai 14th April, General—
C. M. S. N. Co.CHUNSHANG, British str., 1,418, Matlock, 18th
April—Port Cobert 15th April, Coal—
Order.DAIGI MARU, Japanese str., 346, H. Murayama,
19th April—Swatow 18th April, General—
Osaka Shosen Kaisha.DAIYU MARU, Japanese str., 2,798, K. Kobayashi,
20th April—Möji 15th April, Coal—
Mitsui Bishi Goshi Kaisha.DRIFAR, Norwegian str., 1,102, A. Ansonen,
17th April—Bangkok 10th April, General—
China-Siam S. Co.EMPRESA DE INDIA, British str., 3,032, E.
Beetham, 14th April—Vancouver, B.C.,
22nd March, Mails and General—Canadian
Pacific Railway Co.FEL, Norwegian str., 860, Andersen, 19th April
—Dalby 13th April, Beans—Augard,
Thoresen & Co.GREGORY ARCAF, British str., 2,961, S. H.
Belton, 20th April—Calcutta 4th April, General—
David Sassoon & Co., Ltd.HANYANG, British str., 1,237, G. L. Spink, 23rd
March—Tsingtao, Chefoo and Weihaiwei
23rd Mar. Salt, &c.—Butterfield & Swire.HELENE, German str., 771, H. Bonzen, 20th
April—Hokow 19th April, General—
Jensen & Co.HUNGWICH, British str., 1,217, G. Hooker, 19th
April—Tientsin 14th April, General—
Butterfield & Swire.IANGHAN, Chinese str., 1,022, Boissander,
16th April—Chinkiang 12th April, General—
Tung Lee.LOONGSANG, British str., 1,093, Leask, 18th
April—Mauli 15th April, General—Jardine,
Matheson & Co.LYEMON, German str., 2,000, F. Pilgrim,
10th April—Suijan 7th April, General—
Hamburg-Amerika Linie.PHRANANG, German str., 1,021, P. v. Langsdorff,
18th April—Bangkok via Kohsichang
8th April, Rice, Meal and Wood—Butterfield
& Swire.RAJABURI, German str., 1,189, Olfmann, 17th
April—Bangkok 10th April, Rice—Butterfield
& Swire.SABANAC, British str., 1,235, F. W. Gray, 5th
April—Pule Sambas 29th March, Karosene
—Standard Oil Co.SINGAN, British str., 1,047, F. Jamieson, 16th
April—Haiphong 11th April, Rice and
General—Butterfield & Swire.TAMBA MARU, Japanese str., 6,133, K. Noi,
16th April—Seitze and Shanghai 13th April,
Cotton, Yarn, Beer, &c.—Nippon
Yosen Kaisha.TAIWU MARU, Japanese str., 2,343, Sakamoto,
18th April—Möji 11th April, Coal—Ataka
& Co. 4.TELEMACHUS, British str., 1,340, Fraser, 8th
April—Saigon 4th April, General—Wo
Fat Sing.YAWATA MARU, Japanese str., 1,234, Sakuma,
5th April—Möji 30th Mar., Coal—Mitsui
Bussan Kaisha.

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REVIEWS.

Via Rhodesia. A Journey through Southern Africa. (With 144 Illustrations and Two Maps). By CHARLOTTE MANSFIELD. London: Stanley Paul & Co.

When it was announced, some three years ago, that Miss Mansfield, unaccompanied by any white companion, intended to make the journey, hitherto unachieved by man or woman, from Capetown to Cairo, many of us, indeed most of us, were incredulous, and justly so. With the trials and tribulations of Mungo Park, Livingstone, Stanley and other great missionaries and travellers in the wilds of Darkest Africa we were more or less familiar, and we doubted the feasibility of any woman encompassing such a journey, even after making allowance for the enormous changes that had been wrought in Southern and Central Africa in the course of the last decade. - Ladies like Isabella Bird and Mary Kingsley had shown what brave women could do when they set their hearts to wander in the world's wild nooks, and among uncivilised or semi-civilised races, but, even so, the task set herself by Miss Mansfield was so stupendous that we refused to believe that she was in earnest. That she was in earnest was proved, however, in due course. That she was unsuccessful is to be regretted. She displayed much resource, great courage, and travelled over sparsely populated areas, accompanied only by her native carriers, but, after all, she never got beyond tracks already well known to the white man, and brings to us no startling information about the country or the people of the country's resources. The trip from Capetown to Cairo was afterwards accomplished by Professor Beattie, whom she encountered in Rhodesia. Miss Mansfield was prevented by the sleeping sickness regulations from crossing the boundary from British to German territory, and from what she tells us of her condition in the latter stages of her journey to the coast, we cannot help thinking that the officials responsible for diverting her from her original intention are to be commended for exercising a wise discretion.

It must not be imagined that Miss Mansfield's expedition was altogether a failure. She is successful in conveying to us what conditions prevail in Rhodesia under British rule, and certainly draws a most attractive picture of the country as a suitable place for British pioneers possessed of the smallest capital. She advocates emigration to Central Africa for the surplus women of England, and we are astonished somewhat when we turn over in our mind what she says on this point, that she was allowed to leave the country unmarried. But perhaps we are treading on sacred ground. Perhaps Miss Mansfield is engaged upon her trouvau at this very moment, and we shall not be astonished if we see the announcement in the Home newspapers that the intrepid traveller has gone back to Rhodesia with her banjo to charm away the loneliness of some of the handsome pioneer bachelors she encountered in her itinerary from Bulawayo to Blantyre.

She has produced a handsome book, charmingly written, full of fine descriptive passages and evidences of close observation, while the illustrations, some from her own camera, are exquisite and make us wish to follow on the trail she has "blazed." She writes with humour, except when she deals with the vexed question of missionaries and the teaching of Christianity and Christian notions of equality to the natives. Like others who have the first fruits of the contact of modern civilisation and savagery—as we understand savagery—she does not approve of the work of the missionaries, and we imagine she is, to some extent, reflecting the opinions of the white man she met and who have to live amongst the natives. We do not propose to enter upon a subject which has already been discussed in all its phases and with ample fullness up and down the China Coast during the past fifty or sixty years; but we cannot help saying that we agree with her that the money devoted to placing perverted ideas of the Christian religion before native races might be used to greater advantage in helping to alleviate the misery that exists in our own Homelands. While most of the book is devoted to her own impressions and personal experience, Miss Mansfield gives an interesting account of the manners, customs, superstitions and mode of life of the native races, and has brought together some valuable information on such diverse subjects as mining, agriculture, poultry-rearing, cattle-breeding, bee culture, tobacco, cotton and fruit-growing. We have acquaintances of our own who have gone to Rhodesia to live with their families after retiring from the Far East with a competency and trying to settle in the old country. They have found the grey skies and lack of sunshine too much for them, and in seeking asylum have found it under the blue sky of Rhodesia. From what we have heard from them and from what we have read in Miss Mansfield's book, we are not astonished. Here is a white man's country, if ever there was one. Here is a country of vast possibilities awaiting the advent of the white man, with his capital and energy and intelligence, to convert it into an earthly Paradise. The author has presented its charms in picturesque English and with a delightful literary grace, and if desire is created for fuller information by her facile pen we have no doubt the Rhodesian authorities, who have a bureau in the Strand for disseminating information, will gladly supply it to intending settlers.

Miss Mansfield is to be congratulated upon being so well served by her publishers in the form her book has taken, and the publishers on having such an attractive book, breathing the writer's personality, to place before the public.

The Impulse to Success.

Emerson was a great thinker and a wise philosopher. When therefore he lays it down that "if a man of ability should give you his honest experience, you would find that he owed more impulse to books than to living minds," we may agree with him unhesitatingly.

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VESSELS EXPECTED.

THE AMERICAN MAIL. The P. M. S. Co. str. *Mongolian* is due to arrive at Hongkong to-day between 8 and 10 a.m.

The T. K. K. str. *America Maru* arrived at Yokohama on the 14th inst., and left that port for Hongkong with U.S. mail on the 17th inst. via Kobe, Nagasaki and Shanghai.

The P. M. S. Co. str. *Persia* sailed from San Francisco on the 12th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 10th prox.

The P. M. S. Co. str. *Korea* sailed from San Francisco on the 18th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 19th prox.

THE AUSTRALIAN MAIL. The I.G.M. str. *Prinz Sigismund* left Sydney on the 8th inst., at 11 a.m., and may be expected here on or about the 30th inst.

The E. & A. str. *St. Albans* left Sydney on the 12th instant, for this port (via Queensland Port, Port Darwin and Manila) and is due here on or about the 5th prox.

THE INDIAN MAIL. The Indo-Chinese str. *Kutang* from Calcutta and the Straits left Singapore for this port on the 14th instant.

The Aspin str. *Lightning* from Calcutta left Singapore on the 20th instant afternoon, and may be expected here on or about the 25th inst.

THE NORDDEUTSCHE LLOYD str. *Prinz Walde* left Nagasaki on the 13th instant, at 6 p.m., and may be expected here to-day at noon.

The Olof Wijk & Co. str. *Peking* left Sobang on the 13th instant, and is expected here on the 24th instant.

The Austrian Lloyd's str. *Austria* left Shanghai for this port on the 20th instant p.m., and is due here on the 24th instant a.m.

The N.Y.K. str. *Tosa Maru* (cloudy Line) left Singapore for this port on the 18th inst. and is expected here on the 24th inst.

The Mogul Line str. *Palau* left United Kingdom on the 12th ultimo for Hongkong via Straits.

The "Mogul" Line str. *Loyal* left United Kingdom on the 10th instant for Hongkong, via the Straits.

The Olof Wijk & Co. str. *Caron* left Port Said on the 19th instant, and is expected here on the 16th prox.

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Mr. B. H. Rist

Mr. A. H. Rock

Dr. & Mrs. Schantz

Mr. J. H. Sheridan

Mr. & Mrs. Stevenson

Mr. L. Stadsworthy

Mr. H. H. Solomons

Dr. & Mrs. A. P. Spalding

Mr. U. Spelz

Mr. J. Stetson

Mr. & Mrs. C. E. Steiner

Mr. J. H. Stewart

Mr. F. Stenman

Mr. W. G. Symmons

Mr. J. W. Taylor

Mr. & Mrs. M. L. Thompson

Mr. & Mrs. W. Weismann

Mr. C. H. V. Wilton

Mr. J. B. Yule

Mr. J. Zeister

PRIVATE HOTEL. KINGSLAND HOTEL. Mr. J. F. Macroyor

Mr. & Mrs. L. B. Mandell

Mr. E. Arndt

Mr. & Mrs. J. McHutchon

Mr. E. J. McNulty

Mr. C. M. Meyer

Mr. K. S. Morrison

Mr. Francis Piggott

Mr. G. J. Jackson

Miss R. Sache

Mr. L. Shaples

Mr. H. D. Stewart

Mr. B. Webb

Mr. W. Whyte

Mr. & Mrs. A. E. M. Williams

Mr. J. W. Wilson

GRAND HOTEL. HOTEL. Mr. Kelly

Mr. O. C. Keach

Dr. F. Kay

Mr. T. A. Kedward

Mr. A. W. Marshall

Mr. M. N. Merton

Mr. W. A. Oliver

Mr. T. Phillips

Mr. W. Pringle, Jr.

Mr. W. Sinclair

Mr. F. Snook

Capt. and Mrs. A. H. Stewart and child

Mr. H. F. Stoneman

Mr. E. Taylor

Mr. Robt. Thompson

KING EDWARD HOTEL. KING EDWARD HOTEL. Rev. P. J. Ang.

Mr. J. B. Johnson

Mr. J. E. Johnson

Mr. T. K. Johnson

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

POB	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 27th April	Freight and Passage.
London via Usual Ports	ASSAYE	Neon, 29th April	See Special Advertisement.
SHANGHAI, MOJI, KOBE, PESHAWUR, AND YOKOHAMA	MOJI, KOBE, PESHAWUR, AND YOKOHAMA	About 2nd May	Freight only.
LONDON AND ANTWERP	PALMA	10 A.M., 3rd May	Freight only.
VIA SINGAPORE, PE	NANG, COLOMBO, and B.N.E.	Capt. H. W. A. Clark, R.N.E.	
SHANGHAI, MOJI, KOBE, NILE, AND YOKOHAMA	NILE	About 5th May	Freight and Passage.
LONDON AND ANTWERP	SICILIA	About 17th May	Freight and Passage.
VIA SINGAPORE, PE	NANG, COLOMBO, PORT SAID, and MARSEILLES	Capt. C. H. Watkins, R.N.E.	

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22nd April, 1911.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Picturesque and Beautiful Island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS	TONS	SAILING DATES
MONGOLIA	27,000	SATURDAY, 29th April, at 1 P.M.
KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 13th July, at 1 P.M.
KOREA	18,000	FRIDAY, 17th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 29th April, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia; to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: - Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 19th May, at 1 P.M.

CHINA 10,200 Tons FRIDAY, 16th June, at 1 P.M.

ASIA 9,500 Tons FRIDAY, 7th July, at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 19th May, at 1 P.M.

On the Fine MAIL Steamers, ASIA, CHINA and PERSIA First CLASS.

SAIOPN SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports. £45.

HONGKONG to SAN FRANCISCO via New York £45.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 P.M.
NIENO MARU	21,000	E. Bent	FRIDAY, May 12th, 1 P.M.
CHIYO MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.

* Triple Screws, turbine engines.

* Twin Screws.

All Steamers are equipped with Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 5th May, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING
HONGKONG MARU	11,000	H. Hinckum	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

PROPOSED SAILINGS FROM HONGKONG.

STEAMER	TONS	CAPTAIN	DATE OF SAILING
NEW YORK	45,000	Single	
NEW YORK	60,000		
LONDON	71,100		
LONDON	120,000	Return 6 Months	
"	125,000	24	
SALINA CRUZ or MANZANILLO	420,00	Single	
VALPARAISO	570,00		

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia; European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSDA, LOCAL MANAGER,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

POB	STEAMERS	Tons	LEAVES.
VICTORIA, B.C. & TACOMA	"CANADA MARU"		TUESDAY, 2nd May, at Daylight
VICTORIA, B.C. & TACOMA	"TACOMA MARU"	6,178	TUESDAY, 16th May, at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

POB	STEAMERS	Tons	LEAVES.
TAMSUI via SWATOW, and AMOY	"DAIGI MARU"		SUNDAY, 23rd April, at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"		WEDDAY, 26th April, at 8 A.M.
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Building			
S. HIROI, MANAGER			

7081

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18 CARAT GENUINE ROLLED GOLD JEWELLERIES.

OF
MESSRS. RODI & WIENENBERGER A.-G., PFORZHEIM,
(GERMANY).

Kept in Stock by the Undersigned.

THE GOODS ARE WARRANTED TO KEEP FOR 10 YEARS.

Sole Representative for China:

HUGO C. A. FROMM,
TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

51-1

POST-OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Mongolia, with the American Mail, may be expected here to-day, at 10 a.m.

FOR PER DATE

Holbow, Singapore and Bangkok ... Rajaburi ... Saturday, 22nd, 9.00 A.M.
Manila, Cebu and Iloilo ... Loongpaeng ... Saturday, 22nd, 1.00 P.M.
Macao ... Sui Tai ... Saturday, 22nd, 1.15 P.M.
Swatow and Bangkok ... Dufar ... Saturday, 22nd, 4.00 P.M.
Swatow, Weihaiwei and Tientsin ... Oliphant ... Saturday, 22nd, 5.00 P.M.
Swatow ... Helene ... Saturday, 22nd, 5.00 P.M.

Shanghai (SIBERIAN MAIL TO EUROPE) ... Chinhua ... Registration, 4.15 P.M.
(Registration with late fee of 10 cents up to 5.00 P.M.)
Letters ... 6.00 P.M.

Swatow ... Hainan ... Sunday, 23rd, 9.00 A.M.
Swatow, Amoy and Tamsui ... Daiji Maru ... Sunday, 23rd, 9.00 A.M.

Macao ... Prinz Waldemar ... Sunday, 23rd, 9.00 A.M.
Shanghai, Kobe and Moji ... Sui Tai ... Monday, 24th, 1.15 P.M.
Shanghai ... Gregory Apear ... Monday, 24th, 3.00 P.M.
Shanghai ... Chojeong ... Monday, 24th, 5.00 P.M.
Swatow, Amoy and Foochow ... Huchow ... Tuesday, 25th, 10.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., Seattle ... Tama Maru ... Tuesday, 25th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao ... Sui Tai ... Tuesday, 25th, 1.15 P.M.
Manila, Cebu and Iloilo ... Tamay ... Tuesday, 25th, 3.00 P.M.
Singapore, Penang and Calcutta ... Japan ... Tuesday, 25th, 3.00 P.M.
Singapore, Penang and Colombo ... Komo Maru ... Wednesday, 26th, 9.00 A.M.
Swatow ... Hainan ... Wednesday, 26th, 10.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya ... Tjiloreo ... Wednesday, 26th, 11.00 A.M.
Macao ... Sui Tai ... Wednesday, 26th, 1.15 P.M.
Shanghai ... Anhui ... Thursday, 27th, 3.00 P.M.
Swatow, Amoy and Foochow ... Huching ... Friday, 28th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Port Darwin, Thursday Land, Coochtown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle ... Empire ... Saturday, 29th, 10.00 A.M.

Saturday, 29th, Printed Matter and Samples ... 10.00 A.M.
Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.)

Letters ... 11.00 A.M. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel mail will be closed on Friday 28th inst., at 5 p.m.

Manila, Cebu and Iloilo ... Chefoo and Newchowang ...

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU AND SAN FRANCISCO ... Mongolia ...

EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Assaya ... Saturday, 29th, 10.00 A.M. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

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